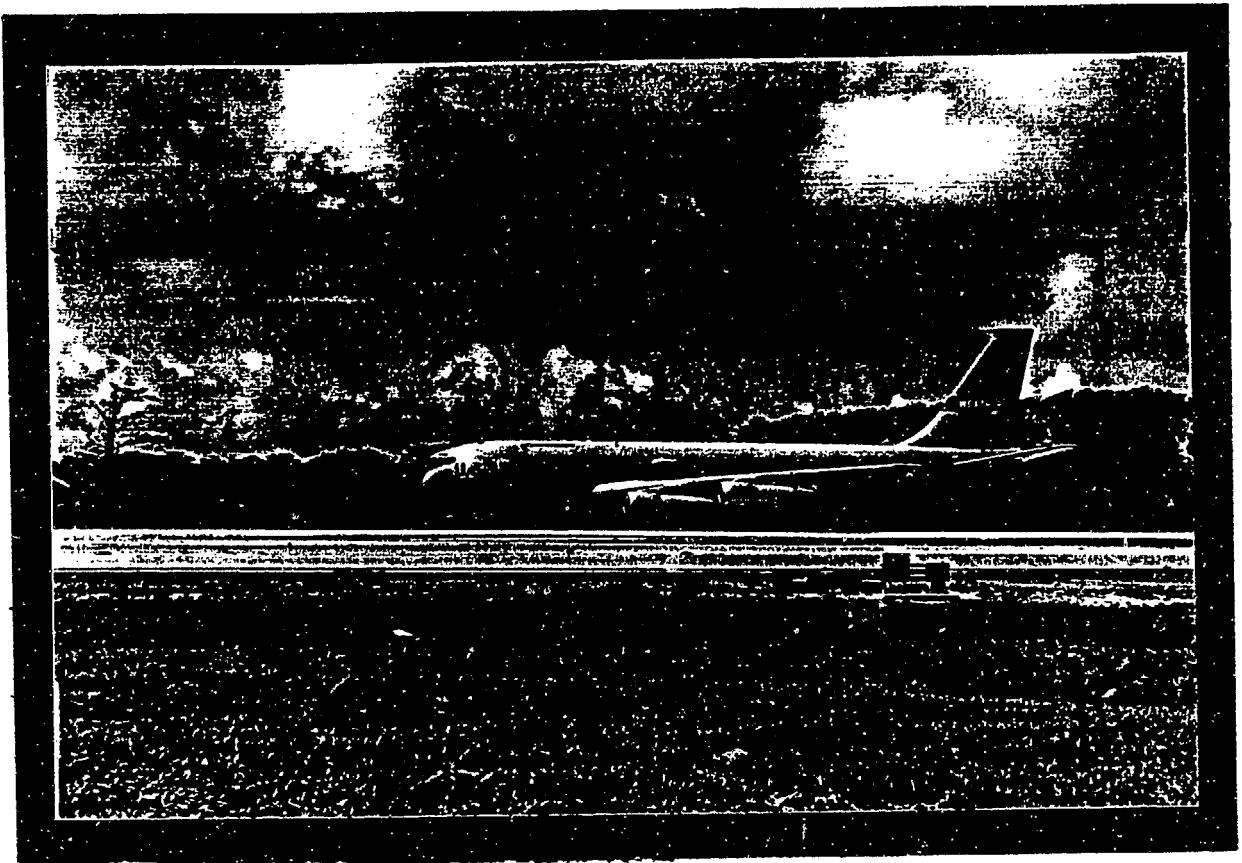


HISTORY
OF THE
55TH WEATHER RECONNAISSANCE SQUADRON
MCCLELLAN AFB, CALIFORNIA



1 JULY - 31 DECEMBER 1985
41ST RESCUE AND WEATHER RECONNAISSANCE WING
23RD AIR FORCE
MILITARY AIRLIFT COMMAND
UNITED STATES AIR FORCE

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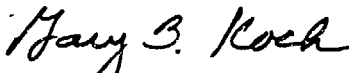
1 July 1985 to 31 December 1985

Prepared by:

Squadron Historians
1st Lt Mike Lyons
1st Lt Chris Lucey
Capt Jerry King

Editor
Ms Sylvia Gough

Approved by:


GARY B. KOCH, Lt Col, USAF
Commander

41ST RESCUE AND WEATHER RECONNAISSANCE WING
23D AIR FORCE
MILITARY AIRLIFT COMMAND
UNITED STATES AIR FORCE

The mission of the 55th Weather Reconnaissance Squadron is to provide atmospheric gaseous and particulate sampling as well as special weather reconnaissance as directed by Headquarters, USAF, in accordance with mission priorities as specified by the 41st Rescue and Weather Reconnaissance Wing (41 RWRW), 23d Air Force.

The squadron was officially activated on 21 August 1944 at Will Rogers Field, Oklahoma, as the 655th Bombardment Squadron (Heavy) and flew modified B-24's. The unit provided valuable weather data for the air war against Japan. Following the end of World War II, the 655th was redesignated the 55th Reconnaissance Squadron (Long Range Weather) and re-equipped with modified B-29 aircraft. The 55th performed an assortment of weather reconnaissance and sampling missions before being inactivated in October 1961. The current organization, designated the 55th Weather Reconnaissance Squadron, was reactivated on 8 January 1962 and assigned to the 9th Weather Reconnaissance Group, McClellan AFB, California. The 9th Weather Wing was deactivated on 1 September 1975 and the 55th was reassigned to the 41st Rescue and Weather Reconnaissance Wing.

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BRIEF HISTORY OF THE 55TH PRIOR TO THE CURRENT ORGANIZATION

The history of the 55th Weather Reconnaissance Squadron between 1944 and 8 January 1962 can logically be divided into three phases: World War II training and operations in the Far East during 1944 and 1945; post-war adjustments in 1946 and 1947, followed by a four-year period of inactivity; and weather reconnaissance operations between 1951 and 1961.

The unit was formed as the 655th Bombardment Squadron, Heavy, on 11 August 1944, assigned to the 3d Air Force, and activated at Will Rogers Field in Oklahoma on 21 August 1944 as a part of the III Tactical Air Division. This was not an ordinary bombardment squadron. In fact, it had no bombardiers or bombweight mechanics; instead it had weather officers and weather equipment technicians. Its function was weather reconnaissance.

Squadron personnel trained with a B-24 aircraft for service overseas. Deployment to the Asiatic-Pacific Theater began in December 1944, when one flight left Oklahoma for Guam, in the Mariana Islands. At that time the B-29's of the 20th Air Force were just beginning operations from the Mariana's against the Japanese homeland. The 655th Bombardment Squadron was assigned to the 20th Air Force to provide weather information required for the B-29 offensive. Squadron headquarters and a second flight moved overseas during March and April 1945, and the third and last flight arrived at Guam in July. These flights, each capable of functioning independently, were rotated periodically for operations from bases on Guam, Iwo Jima, and Okinawa.

The principle mission of the unit, which was redesignated the 55th Reconnaissance Squadron, Long Range, Weather, in June 1945, was to provide information concerning weather at targets scheduled for attack by B-29's of the XX and XXI Bomber Commands operating from Siapan, Tinian, and Guam, and for the P-51's of the VII Fighter Command based on Iwo Jima. The B-24's of the 55th took off from Iwo Jima just after midnight and radioed weather information back in time for the early morning briefings at the fighter and bomber bases.

Following the end of World War II hostilities in August 1945, personnel of the 55th were rapidly reassigned to the United States for separation. The unit was comprised of only two officers on 29 February 1946 when it left Guam for Buckley Field, Denver, Colorado. Following arrival at Buckley on 20 March, Colonel Chavasse relinquished command on 1 April. The unit moved to Langley Field, Virginia, in May and then to Morrison Field, Florida, in July 1946. A personnel build-up occurred at Morrison so that by the end of August, the unit had 22 officers and 50 enlisted men.

Training for weather reconnaissance was the principle activity of the 55th during 1946 and 1947. The 55th, which had B-29 and C-47 aircraft assigned, also supported elements of the 53d and 54th Weather Reconnaissance Squadrons located at Morrison Field. On one occasion, 7 October 1946, the 55th flew a group of newsmen "on top" of a hurricane at 31,000 feet over the Caribbean. This was believed to be one of the first flights of this type.

In May 1947, the 55th moved to Fairfield-Suisan Army Air Base, Fairfield, California. The 59th Weather Reconnaissance Squadron, which had been stationed at Fairfield-Suisun Field, was moving to Alaska and the 55th aided by ferrying cargo and supplies. The 55th also supported Flight B of the 59th which remained at Fairfield-Suisan to conduct weather flights between California and Alaska.

Late in July 1947, the 55th was assigned a daily mission over the eastern Pacific Ocean. The track traversed a course about 1,100 miles long and required about 14 hours to cover. On 15 September the squadron was assigned greater responsibilities, but was deactivated on 15 October 1947 before they could be undertaken.

On 15 October the 55th was redesignated the 374th Reconnaissance Squadron. The squadron continued to fly WB-29 and C-54 aircraft. From November 1948 to June 1949, the WB-29's of the 374th were deployed to England flying weather reconnaissance from Waddington and Markham RAF stations in support of the Berlin Airlift. The 374th moved to McClellan AFB, Sacramento, California in June 1949.

The 55 WRS was again activated on 21 February 1951 at McClellan AFB, California. Activities of the squadron between 1951 and 1961 encompassed a broader scope than was previously covered. Elements of the 55th operated from widely scattered locations:

Headquarters	McClellan AFB, California	Feb 51 - Jun 61
Detachment 3	McChord AFB, Washington	May 58 - Aug 59
Detachment 1	Ladd AFB, Alaska	May 58 - Sep 60
Detachment 1	Eielson AFB, Alaska	Sep 60 - Jul 61
Detachment 2	Hickam AFB, Hawaii	May 58 - Jul 61
Detachment 3	Kindley AFB, Bermuda	Mar 60 - Jul 61

In addition, planes and crews were often detached on special assignments for periods of from 30 to 90 days. During the period from 1951 to 1958, weather missions were flown daily over the Pacific northwest from McClellan. Another track, southwest toward Hawaii, was flown every second day from McClellan.

The 55th Squadron played an important part in the conversion of weather reconnaissance units from WB-29 to WB-50 aircraft during the period from 1954 to 1956. Between January and April 1955, the 53d, 54th, 56th, 57th, 58th, and 59th Reconnaissance Squadrons of the Air Weather Service sent aircrews to McClellan, and the 55th aided in training these men as cadre B-50 aircrews. Also from 1955 until early 1957, crews from the 55th were on detached service with Lockheed Aircraft Service, Incorporated, to test planes that the company converted from B-50's into WB-50's.

Between 1958 and 1961, the number of weather reconnaissance squadrons diminished. The 55th absorbed the responsibility for flights from Hickam AFB, Hawaii, Ladd AFB, Alaska, and McChord AFB, Washington. A total of 1,142 people, one WB-47, one C-54, and 25 WB-50's were assigned to the 55th at the end of 1958.

The detachment at McChord was discontinued in 1959 and personnel and equipment moved to McClellan. With the closure of Ladd AFB in 1960, Detachment 1 moved to Eielson AFB. Also in 1960, the 55th assumed the additional responsibility of reconnaissance from Kindley AFB, Bermuda. The reconnaissance missions flown daily by the squadron in late 1960 and 1961, therefore, included the areas of the north Pacific Ocean east of 180 degrees, the Arctic Ocean between 60 and 180 degrees west longitude, and the western part of the north Atlantic Ocean. Headquarters, United States Air Force added other responsibilities which were accorded a higher priority than normal reconnaissance.

Some of the special missions assigned to the 55th were associated with tests conducted by the Atomic Energy Commission. In 1951, during GREENHOUSE (and earlier during CROSSROADS), personnel and aircraft of the 55th were temporarily attached to the task force which conducted tests in the Pacific. The 55th monitored the wind direction and velocity to preclude shots which would spread radioactive particles to inhabited areas or routes normally traversed by ships and aircraft.

The mission of the 55th during a series of atomic detonations in Nevada during April 1952 was to ensure that non-participating aircraft in the general area would not be contaminated by radioactivity. This was accomplished by tracking the atomic cloud until it was no longer a hazard along adjacent airways.

In March 1953, the 55th flew missions to take samples of air for the Atomic Energy Commission during tests conducted in Nevada. Between February and May 1955, the unit flew weather missions over the Pacific to aid in forecasting weather for other tests in Nevada.

In 1956, the 55th provided the weather reconnaissance element of a task force in a series of atomic experiments in Eniwetok. To accomplish this special mission, the 55th had to suspend its regular flights from 1 March until aircraft and crews returned in July. For his work in connection with these experiments, Lt Col Roger A. Stevenson, Commander of the 55th, was awarded the Legion of Merit.

Hurricane (or typhoon) reconnaissance was performed in the eastern Pacific from 1951 through 1960 and in the western Atlantic during 1960, but this work was not as extensive as that of other weather reconnaissance squadrons which operated in the western Atlantic. Between 1947 and 1960, Pacific hurricanes did not pose as serious a threat to populated areas as did those originating in the Atlantic or Caribbean oceans.

In two instances, the 55th rendered notable service during hurricanes. In August 1959, the detachment in Hawaii tracked Hurricane Dot, which threatened the island of Oahu in the Hawaiian group. As a result of the warnings, the civilian population was alerted for the wind and intense rain which followed. During Hurricane Donna, 4-12 September 1960, the 55th aircraft from Bermuda helped to track the storm and provide warning before it hit Florida and the east coast of the United States.

For several years after 1955, the 55th aided in the National Hurricane Research Project, conducted by the United States Weather Bureau and other agencies. The Air Force, through the 55th, provided some of the aircraft used to investigate the build-up, structure, and movements of hurricanes.

The 55th also provided weather information for Tactical Air Command refuelings. During a flight of F-101's which established transcontinental speed records on 27 November 1957, the 55th "flew the weather" ahead of the flight along the Canadian border from the west coast to Duluth. During a deployment exercise of the Tactical Air Command in 1957, the 55th obtained weather data concerning the best refueling points for the nonstop flight between California and Japan.

A new JB-57 assigned to the 55th was placed on alert concurrent with the launching of the TIROS II weather satellite in 1960. The JB-57, flying the same track as the satellite, took mosaic-type photographs at 40,000 feet. The films were immediately developed and flown to Headquarters, Air Weather Service at Scott AFB, Illinois, where a comparison was made with photographs from TIROS II. An excellent correlation was obtained.

The 55th participated in maintaining weather surveillance of recovery or impact areas for various missiles and nose cones. In this manner, the 55th had a role in the recovery of the capsule in which the first American astronaut, Commander Alan B. Shepard, made a sub-orbital flight into space on 5 May 1961..

Several activities not directly connected with the primary mission of the 55th are also worthy of comment. In September 1952, the 55th flew a group of scientists over an active volcano located 215 miles south of the lower California peninsula in order for them to observe this phenomenon.

In an act of charity, the 55th designed and executed Operation STRAWBERRY SHORTCAKE in 1951. On their daily flights, aircraft of the 55th passed near a weather ship stationed about 800 miles west of Vancouver Island. Various ships of the Canadian government rotated to this location each 40 days. Flying over the ship on 12 May 1951, an airplane of the 55th dropped strawberries, shortcakes, bananas, ice cream, and other gifts that had been provided by the merchants of Sacramento and the men and wives of the 55th. A similar drop was accomplished in July 1952.

The WB-50's, workhorses of the weather reconnaissance squadrons since their modification in 1955, began to show signs of wear after 1958. During a flight by the 55th Squadron on 29 June 1959, a crippled WB-50 threw a propeller through the fuselage, severing various engine and flight control cables. Fortunately no one was injured. Flight Lieutenant Douglas G. Scott, an RCAF exchange pilot, saved the plane by quick action and good judgment, for which he received the Distinguished Flying Cross.

Late in April 1960, all WB-50's were grounded by the Air Weather Service for several months due to excessive corrosion and failure of fuel cells. After modification, these aircraft were returned to duty. However, they continued to suffer from various ailments through the remainder of their service during 1960 and 1961.

United States Air Force reorganization caused the 55th to again be deactivated on 8 July 1961, and reactivated on 12 October 1961 for organization under the Military Air Transport Service (now the Military Airlift Command) on 8 January 1962.

BIOGRAPHY

3 June 1985 - Present

Lieutenant Colonel Gary B. Koch

Lt Col Gary B. Koch is the Commander of the 55th Weather Reconnaissance Squadron, McClellan AFB, California.

Lt Col Koch was born 6 March 1942 in Huntington, New York. He is a graduate of Roanoke College, Roanoke, Virginia, Class of 65, with a Bachelor of Arts Degree in Political Science and Economics. After graduation, he attended the USAF Officers Training School, Lackland AFB, Texas, in November 1965. He was commissioned a second lieutenant in the Air Force on 10 Feb 1966. He attended flying training at Craig AFB, Alabama, and in March 1967, received his pilot wings.

In the summer of 1967 he completed B-52 training at Castle AFB, California, and was assigned to Mather AFB, California. In the Fall of 1968 he was selected for the Helicopter Conversion Course at Shepard AFB, Texas with a follow-on assignment in H-1s at Minot AFB, North Dakota. In October of 1973 Lt Col Koch transitioned into the H-53 at Hill AFB, Utah. Upon completion of training he was assigned to Nakhom Phenom RTAFB, Thailand to the 40th Aerospace Rescue and Recovery Squadron.

Upon returning from Thailand in 1975, Lt Col Koch was reassigned to the 1550 ATTW at Hill AFB, Utah and eventually to Kirtland AFB, New Mexico as a helicopter Instructor Pilot.

In March 1979, he was selected to be the Chief of Flight Safety at Headquarters Aerospace Rescue and Recovery Service, Scott AFB, Illinois. In 1980, he was chosen to be the Director, Current Operations, HQ ARRS. In this capacity he was responsible for managing the ARRS flying time program, Reserve manday program, and all worldwide rescue and weather reconnaissance activities. In 1981, he was assigned to HQ MAC IG as Chief, Rescue Branch. In this capacity he inspected ARRS active and air reserve force units worldwide with diverse missions including; combat rescue, weather reconnaissance, atmospheric sampling, strategic missile support and civil search and rescue to determine combat/mission readiness and management effectiveness.

In the Fall of 1983 he was assigned to McClellan AFB, California to the 41st Rescue and Weather Reconnaissance Wing as the Chief, Combat Readiness Division. Then in July 1984, he was selected to fill the position of Assistant Deputy Commander for Operations.

Lt Col Koch is a Command Pilot with over 4000 hours of flying time. He is a graduate of Squadron Officer School, Air Command and Staff College, and the Industrial College of the Armed Forces. He also has a Master's Degree in Business Administration and Management from Webster College.

His military decorations include the Meritorious Service Medal with One Oak Leaf Cluster, the Air Medal, and the Air Force Commendation Medal with One Oak Leaf Cluster.

Lt Col Koch is married to the former Lou Ellen Hartle of Hagerstown, Maryland. They have one son, Jason.

MISSION AND ORGANIZATION

The primary mission of the 55 WRS is of vital importance to the National Command Authorities. The mission of the 55th Weather Reconnaissance Squadron is the collection of gaseous and particulate air samples for use in verification of compliance with Safeguard "D" of the Limited Nuclear Test Ban Treaty, signed by President John F. Kennedy in 1963. Weather Reconnaissance, the secondary mission of the squadron has been in effect since 1944. The 55th provides weather reconnaissance flights as requested by Global Weather Central. This mission involves weather tracking missions for the Air Weather Service as required for deployment of Department of Defense resources.

The 55 WRS is part of the 41st Rescue and Weather Reconnaissance Wing and is assigned to McClellan Air Force Base, California. The 41 RWRW is responsible for all rescue units in the Pacific and all the weather reconnaissance units in the Air Force. Headquarters 41 RWRW is also located at McClellan AFB, California. Since the dissolution of the Aerospace Rescue and Recovery Service, the 41 RWRW is part of 23d Air Force of the Military Airlift Command.

AIRCRAFT AND EQUIPMENT

The 55 WRS has seven WC-135B aircraft assigned. They are:

<u>AIRCRAFT TAIL #</u>	<u>TOTAL AIRFRAME TIME (hrs)</u>
612665	22,919.2
612666	22,757.7
612667	22,157.9
612670	24,032.6
612672	22,833.7
612673	22,461.9
612674	23,910.5

These seven aircraft are specially converted C-135B aircraft designed for air research and weather reconnaissance missions. The WC-135B, designed and manufactured by the Boeing Company, is a four-engine, swept-wing, long-range, high-altitude, high-speed aircraft. It is 134 feet, 6 inches long, has a wing span of 130 feet, 10 inches, and a maximum inflight weight of 299,000 lbs. The four TF-33-P-5 engines each produce 16,050 lbs of thrust. The aircraft is equipped with an air refueling receiver system which allows it to be refueled while in flight. Auxiliary oil tanks on each engine increase the flight time of the aircraft. It is also equipped with dual inertial navigation systems which allows accurate navigation over long-range missions. Though designed as a high-altitude aircraft, the mission of the 55th requires operation of the aircraft at altitudes from 100 feet to 40,000 feet; most operational missions are flown between 2,500 feet and 5,000 feet. The average flying time on the seven aircraft is over 23,000 hours apiece with over half of it from operating in turbulent flight conditions below 10,000 feet. With the inflight capabilities of the aircraft, the range and flight time of missions are limited only by the endurance of the crews.

OPERATIONS MAJOR EVENTS

The month of July saw the last of the Pony Express crews returning from Hawaii. Five alerts were covered by 3 crews between the 6th and 26th, for a total of 11 sorties. Aircraft Commanders involved were: Capt George Mack (Alert 947 & 950); Maj Bob Knarr (Alert 948 & 949); Maj Art Barker (Alert 948 & 951).

Capt Mack combined a scheduled V-Cross with his alert tasking putting him and his crew up over-the-top several times. Operational stops included: Eielson AFB, Mildenhall RAF, Scott AFB, K.I. Sawyer AFB, Rhien-Main AB, and Andrews AFB.

August tasking slowed down, enabling training to accomplish much needed initial training. Only one alert on the 6th of the month found Maj Barker covering the tasking (Alert 951). Capt Dave Johnson took a crew to Patrick AFB for Special Equipment Operators-training via Keesler AFB and flew one round-robin out of Patrick.

September got busy again with Majors Art Barker, Dan Schultz, and Captain Kevin Calt covering 2 SSE's (Special Seismic Events, 85-01 and 85-02) between the 4th and 29th consisting of 8 sorties.

Capt George Mack was living up to his reputation as "Sky-King" taking two crews, on two separate missions to Patrick (V-TRACK) between the 6th and 28th of the month, flying a total of 4 round-robins. The quarterly globe kicked off on the 7th with Capt Johnson leading the pack down to Rio de Janeiro for a week via Homestead AFB with two round-robin flights out of Rio de Janeiro.

The fall flying season slowed down. Alert 954 was covered by Capt Dobbins on the 31st and SSE 85-03 saw Maj Barker airborne on the 8th. Capt Calt took care of another V-track to Patrick flying 1 round-robin between the 21st & 25th of October.

November looked like it was going to be busy, but flying activity slowed down toward the last week. Alert 954 continued until the 12th with Capts Dave Johnson, Kevin Calt, John O'Connor, and Lt Col Fred Sparks taking care of the tasking with a total of 9 sorties between them. SSE 85-04 saw Capt Dave Johnson flying 4 sorties between the 1st and the 5th and Capt George Mack punching holes in the sky for 85-05 with 4 sorties starting the 16th and wrapping things up on the 19th.

Pony Express kicked off the first week and lasted until the 26th with only a total of 4 sorties being flown, 2- local training missions, 1- sampling and 1- repositioning mission to midway. Lt Col's Koch and Payne covered RTFC duties.

A little piece of squadron history was made on a scheduled rotator commanded by Maj Bechtol. Within 3 days Maj Bechtol and crew declared 3 in-flight emergencies shutting down 3 engines logging a total of 10.5 hours and dumping in excess of 165,000 pounds of fuel over the Alaskan Interior. This occurred on three separate flights between two aircraft (673 and 670).

December saw some interesting flying, only one SSE (85-06) on the 28th with Capt Dobbins covering the tasking with one sortie. The interesting missions came on the 10th and 12th with Capt Calt covering 2 special backgrounds over the pole. Both missions included an air refueling and a bi-level track. 17.4 hours were flown on the 10th and 17.1 on the 12th.

Another V-track on the 16th with Capt Mack in command flew 2 round-robins out of Patrick AFB and made an Ops stop at Point Magu NAS, CA to deliver a star-cast camera to the WC-130 troops at Patrick in support of a shuttle launch (Sen Nelson's Flight). It, unfortunately was canceled, so the camera was packed up and the crew returned home.

Last but not least was the Constant Globe. This one was a carbon copy of the December 1984 Globe. It transitted Hickam AFB, Clark AB, Perth Australia, Diego Garcia and Yokota AB. All takeoffs and landings were flown on schedule which can be directly attributed to the total support of all members on board. One other significant item of interest occurred during the first flight into Perth. The aircraft had to land over top of a small private aircraft which landed gear up closing all runways into Perth for over an hour. This of course made the local papers once again putting the 55th WRS on the map. Maj Dan Schultz commanded this mission to the "Down-Under".

OPERATIONS

The Operations Officer is responsible for the command and control of flight operations. Lt Col Milton O. Payne, Jr., is the Operations Officer for the 55 WRS.

The Duty Operations Center (DOC) is the hub of all squadron operational activities. The DOC is manned by the Assistant Operations Officers (ADO), a position filled on a weekly rotating basis by Lt Col Dale Knuth, Maj David Bechtol, Maj Earl Clay, and Maj Dan Schultz. The ADO is the decision-maker in the day-to-day operational activities of the squadron. The ADO also maintains records of all flight activities.

The Duty Officer is also an integral part of the DOC. The Duty Officer, a position filled by all aircrew members on a rotating basis, is the primary communications link of the 55th. The Duty Officer is responsible for alerting aircrews, dealing with maintenance personnel, and coordinating with the Command Post and other Air Force units. The Duty Officer is on-call 24-hours-a-day to assist aircrews of the 55th.

ADMINISTRATION

The 55 WRS Administration Staff consists of Sgt Edna Perry (NCOIC, Unit Administration), and SSgt Jerome Ash (NCOIC, Operations Administration).

The NCOIC, Unit Administration performs administrative management duties, manages orderly room activities, and oversees operations administration function. Additionally, her other duties include; Documentation Manager, APR/OER Monitor, WAPS Library Administrator, Passport Monitor, Telephone Control Monitor, Base Advisory Council Representative, Audiovisual Monitor, Privacy Act Monitor, Suggestion Program Monitor, Personnel Action Forms Monitor, Supply NCO, Family Services Council Representative, Weapons Maintenance NCO, INTRO Program Manager, Reproduction Manager, Copier Monitor, ADPE Custodian, Crisis Action Team Runner, and Customer Account Representative.

The NCOIC, Operations Administration prepares letters, messages and various reports. He also ensures timely distribution of incoming classified correspondence. He establishes and maintains a system for the requisition and distribution of publications and forms. He also maintains files for the various operations sections. Additionally, his other duties include; Crosstell Monitor, Customer Account Representative, Shelter Management Team Member, Crisis Action Team Runner, Personnel Status Report Monitor, Alternate WAPS Library Monitor, Alternate Telephone Control Monitor, Identification Tag Monitor, Passport Monitor, Equipment NCO, Personnel Status Report Monitor and Bomb Search Team.

SCHEDULING

The Scheduling Section coordinates flight duty for 28 pilots and 12 navigators. This includes scheduling operational missions, pilot proficiency training flights, checkrides, and ground training, as well as fulfilling squadron duty officer requirements.

When scheduling crews for operational missions, crew experience, mission requirements and TDY time must be considered. Line mission experience should be balanced with time away from home.

The primary concern when scheduling pilot proficiency training flights is to ensure pilots are not only current IAW MAC regulations, but also proficient in flying the aircraft. Ground training requirements, as well as squadron duty officer duties must be scheduled between training flights and missions.

In addition to scheduling crews for training missions, the section tracks 13 currency requirements for each individual pilot, and seven currency requirements for each navigator. These efforts provide the primary source of information to ensure crews remain qualified and current.

The Scheduling Section is in full swing with the new AFORMS products. AFORMS has eliminated the need to manually track currency requirements. This has freed the schedulers from a time-consuming detail, and allows them to concentrate on more important scheduling matters. AFORMS has been a big help in preventing individuals from becoming overdue on their currency items. This computer generated information provides us with the most up-to-date data with very little lag between the accomplished date and the date of the products available to the schedulers.

From July to mid December the scheduling section was manned by four officers: Capt Charles Dobbins, Chief; Capt Tad Artis, 1st Lt Douglas J. Greenheck, 1st Lt Robert R. Dansereau. Recently, however, manning has been increased by the addition of one officer, due to heavy TDY deployment. New additions to the scheduling section are Capt George J. Mack, (replacing Capt Tad Artis), 1st Lt Colleen M. Ryan, (replacing 1st Lt Doug Greenheck), and 2Lt William K. White. Training time for new schedulers has been reduced by 20% due to the completion of the Scheduler's Training Guide. This guide explains all the parameters, regulations, and guidelines followed by the scheduler. It also gives examples of completed administrative paperwork and serves as a ready reference for new schedulers.

PLANS

The Plans Section conducts the planning, intelligence, communications security, and security management functions for the squadron.

Planning personnel maintain a current set of all higher headquarters, customer, and host base plans that task or involve the squadron. They study these, identify pertinent information affecting the unit, and assist key personnel in plan execution. They also draft any squadron regulations or plan supplements related to this area.

The intelligence function involves collecting, sorting, and disseminating information received from a variety of sources. Key personnel and aircrew members are kept current on material pertaining to the squadron's mission. Training is conducted through briefings as well as reading files maintained for self-study.

Assigned personnel act as custodians of the equipment and documentation used for secure-voice communications as well as for IFF/SIF modes three and four operation.

Security management involves maintenance of the safes and their classified contents, handling security paperwork for squadron members, and training aircrews in security procedures.

Personnel currently assigned are 1st Lt's Glenn Derting, 2Lt Bobby Hollowell, and 1st Lt Chris Lucey.

SAFETY

The Safety Section is manned by Major Art Barker, Chief of Safety; 2nd Lt Robert Melchionda, Ground Safety Officer; Captain Karl Becker, Flying Safety Officer; and SMSgt Lonnie Young, Ground Safety NCO.

The 55 WRS continues to maintain an outstanding safety record. WC-135 airframes are more than 23 years old with an average of 23,000 hours of flying time on each frame. As such, they are plagued with multiple inflight system failures that often result in airborne emergencies. Despite this, we have experienced no aircraft flying mishaps thus far in 1985 and the squadron has extended its perfect record to 21 years and over 181,000 hours. This is a credit to the squadrons safety and training programs. The 55th trains all of its own aircrews, including new pilots/navigators direct from UPT/UNT.

During the period from March 1983 to August 1985, this training was accomplished without the benefit of a flight simulator. Thus far in 1985 the squadron has flown 71 missions that exceeded 10 hours. These included missions up to 20.1 hours in length that involved multiple air refuelings and extremely low altitude atmospheric sampling. Considering the long duration and dynamic flying environment of the aerial sampling mission, the squadron's safety record is truly remarkable.

The key to this outstanding record is a strong program of safety awareness on the part of all crewmembers. The flying safety officer regularly reviews squadron records for indications of problem areas and promptly implements corrective action. Three areas of interest were bird strikes, dropped objects, and a potential decline in the experience level of our crew force. Increased crew awareness of local bird strike hazards resulted in no bird damage to aircraft during the first half of 1985 with only one minor bird strike incident during the last half of the year. After working with maintenance to analyze recurring dropped object incidents, the 1985 drop rate was 65% below the average of previous years. The squadron training officer is now developing a strong continuation training program to resolve the decline in aircrew experience. Utilization of more experienced pilots at their full potentials will greatly offset this imbalance. The record of flight evaluations has proven the effectiveness of the continuation program.

Safety awareness of squadron members extends beyond flight operations. We've traveled over 3,000 miles in the unit's two government vehicles without incident or citation. There was one minor POV incident involving an aircrew member and seat belts were in use. Our most major accident was a recreational "act of God" mishap at Yosemite National Park where a portion of a tree broke and fell into a park tram where one of our aircrew members was riding with his wife. There were no seatbelt violations in 1985. Likewise, we had no workplace accidents nor safety discrepancies noted during the base facilities and fire inspection.

It's obvious why the 55 WRS safety programs have been rated "excellent" during past higher headquarters inspections.

STANDARDIZATION AND EVALUATION

The purpose of the Squadron Standardization and Evaluation Section is to provide the Commander with meaningful indicators to ensure aircrew members maintain the qualifications to safely and effectively accomplish their assigned duties.

The section was lead by Maj Larry Vaughn until 22 Aug when Lt Col Fred Sparks was assigned as Chief of Standardization. MSgt Jeff Frank is assigned as the Stan-Eval Flight Engineer.

From 1 July through 31 December, the section administered a total of 47 pilot checkrides, 17 navigator checks, and 31 flight engineer checks. Overall, the squadron did quite well. There were only five Q-3, and two Q-2 evaluations. The following table shows a further breakdown of the evaluations.

Aircrew Evaluations (1 Jul - 31 Dec 85)

CREW POSITION	NUMBER (No-Notice)	QUAL 3	QUAL 2	PASS RATE
Pilot	46 (6)	4	1	91%
Navigator	17 (3)	0	2	100%
Engineer	31 (3)	1	1	97%
TOTAL	94 (12)	5	4	95%

ASET

CREW POSITION	NUMBER (No-Notice)	QUAL 3	QUAL 2	PASS RATE
Pilot	8 (0)	0	4	100%
Navigator	4 (0)	0	1	100%
Engineer	7 (0)	0	0	100%
TOTAL	19 (0)	0	5	100%

TRAINING

The Training Section plays a vital role in the operational readiness of the 55 WRS. The section maintains very close watch on the 15 aircrew upgrade training programs for the squadron's pilots, navigators and engineers. The main objective in this process is to assure regulation and syllabus requirements are met. In addition, this section works closely with other squadron sections to monitor all ground school and aircrew educational programs that are critical to flying safety and essential in developing a professional service member.

Maj Dan Schultz headed the Training Section until 8 Nov, when the position was filled by Lt Col Eckert. Maj Schultz moved to the ADO position. Capt Bill Lower, Capt Karl Becker and Capt George Mack were assigned to the Training Section until 9 December, when Maj Harold Ryan, Capt Scott Weathers, and Lt Doug Greenheck were assigned to the shop. MSgt Sheets and A1C Brownlow continue to provide the expertise and continuity so vital to an effective mission.

In the second half of 1985 the 55 WRS was tasked with unusually heavy training loads, as 3 UPT graduates, 3 UNT graduates and 5 additional pilots of varying experience joined the squadron. The new flight simulator was brought on line which aided initial pilot upgrades immensely. In October the MAC ASET team arrived, the 55th WRS met the challenge, turning in an outstanding performance in all areas. All of this additional training was accomplished in addition to unusually heavy mission requirements which saw almost four-fifths of our qualified people on the road for up to a month at a time. However, the end of December saw most people in a qualified position. A total of 13 pilots and 3 navigator upgrades were completed during this time frame.

The Training section has been involved with many projects to update and improve the upgrade program.

- A navigator continuity training program has been completed.
- A pilot training guide (Snow Cone) is in the coordination phase for completion.
- A MAC CAT (Combat Aircrew Training) program has been developed and the first class taught at the 55 WRS.

TRAINING UPGRADES

From 1 July to 31 December 1985, the following aircrew members were upgraded to the following crew positions:

PILOTS:

Flight Examiner	Lt Col John Ellinger
Air Refueling Instructor Pilot	Capt John O'Connor
Aircraft Commander	Capt Charlie Dobbins
First Pilot	Lt Col Dave Eckert Maj Harold Ryan
Co-Pilot	Lt Col Gary Koch Maj Lynn Cook 1Lt Mike Lyons 2Lt Robert Melchionda 2Lt Dave Phifer 2Lt William White

NAVIGATORS:

Instructor Navigator	1Lt Doug Greenheck
Navigator	2Lt Chris Lucey

FLIGHT ENGINEERS:

Engineer	MSgt Ronald Watson TSgt Todd Ziegenhagen TSgt Bob Nowack SSgt Steve White
Air Refueling Engineer	TSgt Todd Ziegenhagen
Instructor Engineer	TSgt Ron Ruckman

BUDGET

The squadron's annual budget is approximately \$225,000. A number of accounts are controlled from office supplies - to flying gear - to per diem for TDY personnel.

Capt Mark Coppa and Capt Thomas Artis are the primary budget officers, assisted by SMSgt Jeffery Frank. They are responsible for tracking daily accounts, forecasting expenses and advising the commander of the squadron's status. This requires them to be up to date on current deployments as well as anticipated mission and long-range objectives of the squadron. At times even the most planned out forecast will be inaccurate due to the diverse types of operations conducted on short notice.

FINANCIAL EXPENDITURES

4th QUARTER, 1 Jul-30 Sep 85

(Thousands of Dollars)

	<u>FORECAST</u>	<u>ACTUAL EXPENSE</u>	<u>BALANCE</u>
Civilian Pay	2.7	2.7	0.0
TDY	40.0	40.0	0.0
Contractual Services	4.3	4.3	0.0
Supply	4.5	4.5	0.0
Equipment	.8	.8	0.0
Ground Fuel	<u>.2</u>	<u>.2</u>	<u>0.0</u>
<u>TOTAL</u>	52.5	52.5	52.5

FY 86 1st QUARTER, 1 Oct-31 Dec 85

	<u>FORECAST</u>	<u>ACTUAL EXPENSE</u>	<u>BALANCE</u>
Civilian Pay	3.0	2.7	+0.30
TDY	46.0	46.0	0.00
Contractual Services	9.6	8.4	+1.20
Supply	4.7	4.7	0.00
Equipment	1.0	1.0	0.00
Ground Fuel	<u>0.7</u>	<u>0.7</u>	<u>0.00</u>
TOTAL	65.0	63.5	+1.5

NEW PERSONNEL

<u>RANK/NAME</u>	<u>DATE ARRIVED</u>
Maj Harold Ryan, Pilot, (C-140)	2 Jul 85
Lt Col David Eckert, Pilot, (T-39)	12 Jul 85
Capt Chris Ebert, Pilot, (C-9)	26 Jul 85
SSgt Kenny Rochefort, Engineer, (Tech School)	26 Jul 85
2Lt Bobby Hollowell, Navigator, (UNT)	19 Aug 85
Capt Scott Weathers, Navigator, (UNT)	11 Sep 85
Capt Mike Arnold, Pilot, (C-5)	22 Nov 85
2Lt Leslie Yokoyama-Peralta, Navigator, (UNT)	3 Dec 85
TSgt John Merry, Engineer, (Tech School)	30 Dec 85

AWARDS, DECORATIONS AND PROMOTIONS

From 1 July to 31 December 1985, the squadron had a large number of personnel who were promoted and nominated for awards or medals for their outstanding performance.

PROMOTIONS

Lt Col	David Eckert
Capt	Mark Coppa
1Lt	Chris Lucey
SSgt	Jerome Ash
A1C	Chris Brownlow

AWARDS

None

MEDALS

Air Force Meritorious Service Medal: Submitted- Major David Newark

Air Medal: Submitted - Major David Newark
Major Larry Vaughn
Capt George Mack
TSgt Tom Blair

Received - Capt Frank Yerkes

The members of the 55 WRS recognize the important role that continuing education plays in their personal development and career progression. They are actively engaged in a wide range of both on and off-base educational programs. Currently there are three junior officers enrolled in Squadron Officers School, and two that completed the course by correspondence. On the intermediate service school level there are currently two officers enrolled in ACSC, and two other officers are enrolled in AWC. One senior NCO is enrolled in Senior NCO Academy by correspondence, while another has completed NCO Academy in residence.

The pursuit of education at Civilian institutions is equally impressive. Major Arthur J. Barker completed his Phd. in Philosophy from Brigham Young University. Capt's Karl Becker, Jerry King, Tad Artis and John O'Connor are well on their way in completing graduate work with local institutions.

Education is clearly important to our people, important in their careers and in their personal development as professional service members.

The people of the 55th are proud of their active participation in both base and community activities. From the AFROTC Summer Encampments to the Company Grade Officers Council, the men and women of the 55th are involved. The junior officers in the 55th provided several briefings to AFROTC and AFA cadets on the pilot and navigator career fields, the squadron's reconnaissance mission, and their impressions of Air Force life. Captains Becker, Coppa, Artis, Mack, Dobbins, Johnson and King, along with Lieutenants Lucey, Derting, Greenheck, and Ryan were instrumental in making each and every visit a success.

Equally successful has been the junior officers' participation in the Company Grade Officers Council (CGOC). Capt King, was the president of the CGOC this past summer. Along with Capt King, 1st Lt Dansereau, Public Affairs Officer, and Capt Charlie Dobbins, Chairman of the Career Development Committee.

Affiliated with the McClellan CGOC are individuals who devote off-duty time to the disadvantaged/underprivileged youngsters in the local community in the capacity of educational tutors, these dedicated individuals are Capt Karl Becker and 1st Lt Bob Dansereau. Qualities of civic leadership are displayed by many of our squadron members in community activities:

Capt Jerry King participant and fund drive representative for a local soup kitchen

SSgt Steven White and 2Lt Robert Melchionda work with a local Boy Scout Troop

Maj Earl Clay, Local High School Parents Booster Organizer

Maj Bob Knarr, Local High School Assistant Wrestling Coach

Maj David Bechtol, Little League organizer/coach

Capt Jerry King, Sacramento Symphony fund raiser organizer

In addition to community activities, members of the 55th kept busy with base wide projects:

Air Force Academy Sponsor Program, Maj Arthur Barker, 2Lts Robert Melchionda and Grant Phifer, TSgt William Fessler.

ROTC Summer Encampment Drill Evaluator, Maj Arthur Barker

ROTC Career Day Guest Speakers, 1Lt Colleen Ryan and Capt Jerry King

Savings Bond Program, Capt George Mack

AF Museum, SSgt Jerome Ash

Members of the 55th work hard to maintain and improve the image of today's Air Force. We are justifiably proud of our contribution to base and community relations.

LINEAGE OF HONORS

Unit Designation:	55th Weather Reconnaissance Squadron
Previous Designation:	655th Bombardment Squadron, Heavy
	55th Reconnaissance Squadron, Long Range, Weather
	55th Reconnaissance Squadron, Very Long Range, Weather
	55th Strategic Reconnaissance Squadron, Medium, Weather
Higher Headquarters:	41st Rescue and Weather Reconnaissance Wing
Commander:	Lt Col Gary B. Koch
Station:	McClellan AFB, California
Aircraft Flown:	WC-135B
Awards and Decorations:	Air Force Outstanding Unit Awards
	1 Mar 60 - 28 Feb 61
	1 Jul 67 - 30 Jun 68
	1 Jan 71 - 31 Dec 71
	1 Sep 75 - 1 May 77
	16 Jul 77 - 16 Jul 79
	Meritorious Unit Commendation (of US Army)
	15 May 45 - 1 Jan 56
	Campaign Streamer: Western Pacific

FLIGHT DATA

Number of Sorties:

	<u>T-30</u>	<u>A-50</u>	<u>O-9</u>	<u>TOTAL</u>
July	21	11	20	52
August	21	19	8	48
September	29	18	16	63
October	32	12	14	58
November	13	17	25	55
December	17	22	15	54
TOTALS	133	99	98	330

	<u>T-30</u>	<u>A-50</u>	<u>O-9</u>	<u>TOTAL</u>
July	77.2	52.8	161.5	291.5
August	78.5	9.1	68.1	155.7
September	113.7	86.5	141.6	341.8
October	131.8	72.0	139.5	343.3
November	50.6	80.5	188.4	319.5
December	79.7	116.4	137.0	333.1
TOTALS	531.5	417.3	836.1	1784.9

T-30: P-Pro, V-Pump, Aircrew Trainer

A-50: Deploy, Redeploy

O-9: Operational sampling or weather reconnaissance

KEY PERSONNEL

Commander	Lt Col Gary B. Koch
Operations Officer	Lt Col Milton O. Payne, Jr.
First Sergeant	SMSgt Lonnie R. Young
Executive Officers	Capt John J. O'Connor Capt David W. Johnson Capt Kevin J. Calt Capt Chris Ebert
Standardization	Lt Col Fred E. Sparks
Administration	Sgt Edna Perry
Budget	Capt Tad Artis
Safety	Maj Art Barker
Awards and Decorations	Capt Jerry King
Plans Section	1Lt Glen Derting
Training Section	Lt Col David Eckert
Scheduling Section	Capt Charlie Dobbins
Navigator Section	Lt Col Dale E. Knuth
Engineer Section	MSgt Robert D. McCorkle

PERSONNEL ROSTER

<u>NAME</u>	<u>RANK</u>	<u>CREW QUAL</u>	<u>ARR/DEP DATE</u>
Ash, Jerome	SSgt		
Arnold, Michael W.	Capt	UC	Arr. - Nov
Artis, Thomas A.	Capt	FP	
Barker, Arthur J.	Maj	AC	
Bechtol, David A.	Maj	AC	
Becker, Karl H.	Capt	CP	
Blair, Thomas R.	TSgt	FE	
Brownlow, Christopher A.	A1C		
Calt, Kevin J.	Capt	AC	
Clay, Earl L.	Maj	FEAC	
Cook, Lynn S.	Maj	CP	
Coppa, Mark C.	Capt	IN	
Dansereau, Robert R.	1st Lt	IN	
Derting, Glenn S.	1st Lt	FP	
Dobbins, Charles R.	Capt	AC	
Ebert, Chris L.	Capt	UC	Arr. - Jul
Eckert, David	Lt Col	FP	Arr. - Jul
Fessler, William J.	TSgt	FE	
Frank, Jeffrey A.	MSgt	FEFE	
Garnett, Gary	Sgt		PCA - Aug
Golson, James D.	Capt	IAC	Sep - Aug
Gough, Sylvia			Civ
Greenheck, Douglas J.	1st Lt	IN	
Hicks, Larry A.	MSgt	IFE	
Hollowell, Bobby	2Lt	UN	Arr. - Aug
Johnson, David W.	Capt	AC	
King, Jerry D.	Capt	N	
Knarr, Robert C.	Maj	AC	PCA - Sep
Knuth, Dale E.	Lt Col	N	
Koch, Gary B.	Lt Col	CP	
Lower, William M., Jr.	Capt	CP	
Lucey, Christopher J.	1st Lt	N	
Lyons, Mike L.	1Lt	CP	
Mack, George J.	Capt	AC	
McCorkle, Robert D.	MSgt	FE	
Melchionda, Robert	2Lt	CP	
Merry, John B.	TSgt	UE	
Newark, David L.	Maj	FEN	PCS - Oct
O'Connor, John J.	Capt	IAC	
Payne, Milton O., Jr.	Lt Col	N	
Perry, Edna L.	Sgt		
Phifer, David	2Lt	CP	
Raspberry, James D.	Capt	IAC	PCS - Jul
Rocheftort, Kenneth	SSgt	UE	Arr. - Jul
Ryan, Colleen M.	1st Lt	N	
Ryan, Harold M.	Maj	FP	Arr. - Jul
Schultz, Daniel C.	Maj	IAC	
Sheets, Ronald G.	MSgt		
Sparks, Fred E.	Lt Col	FEAC	PCA - Aug

<u>NAME</u>	<u>RANK</u>	<u>CREW QUAL</u>	<u>ARR/DEP DATE</u>
Vaughn, Larry E.	Maj	FEN	
Watson, Ronalds	TSgt	FE	
Weathers, Scott M.	Capt	UN	Arr. - Sep
White, Steven G.	SSgt	FE	
White, William	2Lt	CP	
Yerkes, Frank A., Jr.	Capt	CP	Sep. - Jul
Yokoyama, Peralta Leslie A.	2Lt	UN	Arr. - Dec
Young, Lonnie R.	SMSgt	FE	Ret - Dec
Ziegenhagen, Todd B.	TSgt	FE	Arr. - Dec



DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO
ATTN OF:

CC

18 Jul 85

SUBJECT: Monthly Activity Report

TO: 41 RWRW/CC

1. The 55 WRS flew 304.1 hours during the period 16 Jun-15 Jul 1985. Pony Express deployment dominated our operations for almost the entire period. We flew close to 50 hours in support of this high priority, JCS-directed mission, including two lengthy air refueling sorties. Adm Crowe, CINCPAC, lauded our dedication and professionalism during the extended stay at the FOL. Operational missions were also flown against numbered alerts 945, 947, and 948 in addition to our routine background and Volant Dome Standby missions. We launched 77% of our local trainers, losing 3 aerial refueling trainers and 4 Pilot-Pros. For the quarter ending 30 Jun we were 69.3 hours below allocation. For this quarter we are -30.4 behind and overall for the FY -99.7.

2. The following individuals were in training: Maj Schultz (ARIP), Capt Mack (ARAC), Capt Johnson (ARAC), Maj Bechtol (ARAC), Lt Derting (FP), Lt Lyons (CP), Maj L. Cook (CP), Lt Col Koch (CP), Lt Melchionda (CP), Lt Phifer (CP), Lt White (CP), Lt Lucey (NAV), Sgts Watson, Nowack, Ziegenhagen, White (all engineers), and TSgt Ruckman (IFE). The following completed training: Maj Schultz, Maj L. Cook, TSgt Ziegenhagen.

3. In addition, a total of 5 Pilot, 1 Nav, and 6 FE flight evaluations were administered. All evaluations were Q-1 with the exception of 1 Q-2 given during an Initial Flight Engineer evaluation. Two co-pilots (Lyons, and Maj Cook) qualified to CP and Maj Knarr upgraded to AC. TSgt Ziegenhagen upgraded to Flight Engineer. Maj Schultz upgraded to IARAC.

4. The squadron has also grown since last reporting period. We've had four new pilots arrive. They are: Maj Harold Ryan, Maj Dave Eckert, and Lt's David Phifer and William White. There were two departures during this period. Capt Hank Seader received an AFIT assignment and is attending Stanford University to get his masters degree. Capt Lew Newhard went PCS to DET 1, 89MAW at Hickam AFB, HI.

GARY B. KOCH, Lt Col, USAF
Commander



DEPARTMENT OF THE AIR FORCE

55th WFAATHER RECONNAISSANCE SQUADRON (MAC)

McClellan Air Force Base, California 95652-6008

REPLY TO
ATTN OF:

CC

19 Aug 85

SUBJECT:

Commander's Monthly Newsletter

TO:

41 RWRW/CC

1. The squadron flew 335.9 hours during the period 16 Jul to 15 Aug 85. Alerts, 948, 949, 950, dominated most of our operational flying accounting for nearly 120 hours. A V-Cross mission in support of Cornett Tempest added another 20 hours. Locally we launched 63% of our training flights. We lost two pilot and two refueling trainers for lack of crewmembers and six pilot and two refueling trainers to maintenance cancellations. As of 15 August we were 48.4 hours below allocation for the forth quarter and 117.7 below for the fiscal year. Given the current Soviet moritorium, we do not anticipate any more alerts this year. We are currently looking into alternate means of flying our required time both pacific and at McClellan.

2. The following individuals were in training: Maj Knarr (IP), Capt O'Connor (IP), Maj Bechtol (ARAC), Capt Johnson (ARAC), Capt Mack (ARAC), Lt Derting (FP), Maj L. Cook (ARCP), Lt Col Koch (CP), Lt Melchionda (CP), Lt White (CP), Lt Phifer (CP), Lt Coppa (IN), Lt Col Payne (NAV), Lt Lucey (NAV), MSgt Hicks (FEFE), TSgt Marshall (IFE), TSgt Sosebee (IFE), TSgt Ruckman (IFE), TSgt Watson (FE), TSgt Nowack (FE), SSgt White (FE). The following completed training: Capt O'Connor, Lt Derting, Lt Lucey, TSgt Ruckman, SSgt White. In addition to the copilot upgrades mentioned above, there are three additional copilots in FTD and one PCS inbound. By next month we will have seven to eight initial upgrade copilots in our program. This influx makes the reliability of pilot-pro flights even more critical. We will be requesting maintenance to provide us six P-Pros per week for the foreseeable future.

3. During this period five pilot, three navigator, and six flight engineer evaluations were administered. All flight checks were graded Q-1.

4. On 24 Jul, squadron personnel hosted Mrs. Mall and gave her a unit briefing and a tour of WC-135.

5. Also, during this period, we had two pilots leave the squadron. Capt Raspberry went PCS to fly 141's at Altus with a follow-on assignment to Charleston AFB, S.C. and Capt Golson separated from the Air Force in search of greener pastures with the airlines. In addition, Sgt Gary Garnett went PCA to the 41 ARRS. We welcomed Capt Chris Ebert, a pilot out of C-9's at Scott AFB, Ill and SSgt Ron Rochefort a new flight engineer right out of tech school.

6. On 15 Aug, 1LT Douglas Greenheck was selected for promotion to Captain. Additionally, Lt King pinned on his Captains bars on 6 Aug 85.

GARY B. KOCH, Lt Col, USAF
Commander



DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO
ATTN OF:

CC

20 Sept 85

SUBJECT:

Monthly Activities Report

TO: 41 RWRW/CC

1. The squadron is experiencing fewer operational alert missions, due to a testing moratorium. But with an increased student load we are flying more training missions to stay on the time line. Twenty four pilot pro's were scheduled and seventeen were flown. Seven refueling missions were scheduled and five were flown. We also flew a V-track at Patrick AFB, FL for SEO currency for the people at AFTAC Headquarters. The biggest accomplishment of the time period was the Constant Globe Mission which utilized Rio de Janeiro, Brazil as an operating location. The squadron flew 367.7 hours which puts us behind 24.9 hours for the quarter and 104.2 hours for the year.

2. The following personnel were in training: Maj Knarr (IP), Maj Bechtol (ARAC), Capt Johnson (ARAC), Capt Mack (ARAC), Capt Dobbins (AC), Maj L. Cook (ARCP), Lt Col Koch (CP), Maj Eckert (FP), Lt Melchionda (CP), Lt White (CP), Lt Phifer (CP), Lt Becker (CP), Lt Coppa (IN), Lt Col Payne (NAV), MSgt Hicks (FEFE), TSgt Marshall (IFE), TSgt Sosebee (IFE), TSgt Watson (FE), and TSgt Nowack (FE), and TSgt Nowack (FE). The following personnel completed their training: Maj Knarr, Capt Johnson, Capt Mack, Maj L. Cook, TSgt Marshall, TSgt Sosebee, and TSgt Nowack.

GARY B. KOCH, Lt Col, USAF
Commander



DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)
McClellan Air Force Base, California 95652-6008

REPLY TO
ATTN OF:

CC

21 Oct 85

SUBJECT: Commander's Monthly Newsletter Inputs

TO: 41 RWRW

1. Although no numbered alerts occurred during this period, flying activity was high because of our accelerated local training program and 100% increase in background mission tasking. Backgrounds in the Western Pacific are now twice weekly; Polar Backgrounds are every week. Although this increase has presented new problems in scheduling crews and aircraft, the adverse effects have been minimal so far.

2. Maintenance has done an outstanding job of providing scheduled aircraft for our requirements. Our three UPT Upgrades are nearing the end of their program and should be ready for a check by the end of this month. The following people were in training: Maj Bechtol (ARAC), Capt Dobbins (AC, ARAC), Lt Col Koch (CP), Maj Eckert (FP), Lt Melchionda (CP), Lt White (CP), Lt Phifer (CP), Maj Ryan (FP), Capt Ebert (CP), Lt Col Payne (N), Capt Coppa (IN), Lt Hollowell (N), Lt Lucey (AR NAV), MSgt Hicks (FEFE), TSgt Ziegenhagen (ARFE), TSgt Watson (FE). The following people completed training: Capt Dobbins (AC), Maj Eckert (FP), Lt Col Payne (N), Capt Coppa (IN). We expect to complete training in the next month on the three Lts Copilots. During this period 12 evaluations were administered; 5 Pilot, 4 Nav, 3 Eng, all graded Q-1. Upgrades included Capt Dobbins to AC, Capt Coppa to IN and Lt Col Payne to NAV.

3. We were visited by Col Whittenberger, Col Stromfers, and Maj McVickar of the Air Staff (USAF/XOOR). We gave them the squadron mission briefing and an aircraft tour. Hopefully, this will provide them more insight and understanding of our operations and the problems we face.

GARY B. KOCH, Lt Col, USAF
Commander



DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)
McCLELLAN AIR FORCE BASE, CALIFORNIA 95652-6008

REPLY TO
ATTN OF:

CC

15 NOV 85

SUBJECT:

Commander's Monthly Newsletter

TO:

41 RWRW/CC

1. During this period the squadron was heavily tasked with an alert, increased backgrounds, Pony Express and several seismic events. The MAC ASET was also here. The unit was 100% for flight evals and tests. If graded individually, the squadron would have been rated outstanding. Our training has been slowed up a great deal due to the many TDY's and will continue to suffer as long as this increase in tasking is with us. We are currently 30 hours ahead of the time line for the quarter and the year.

2. The following personnel were in training: Maj Bechtol (ARAC), Capt Dobbins (ARAC), Lt Col Koch (CP), Maj Eckert (FP), Lt Melchionda (CP), Lt White (CP), Lt Phifer (CP), Maj Ryan (FP), Capt Ebert (CP), Lt Hollowell (N), Lt Lucey (AR NAV), MSgt Hicks (FEFE), SSgt White (ARFE), TSgt Watson (FE), and SSgt Rochefort (FE).

GARY B. KOCH, Lt Col, USAF
Commander



DEPARTMENT OF THE AIR FORCE

55th WEATHER RECONNAISSANCE SQUADRON (MAC)
McClellan Air Force Base, California 95652-6008

REPLY TO
ATTN OF:

CC

18 Dec 85

SUBJECT:

Commander's Monthly Newsletter

TO:

41 RWRW/CC

1. Pony Express Operations were concluded for our two aircraft and augmented crews at Hickham on 22 Nov. Although no actual sampling took place, we were able to salvage some training by flying Pony Express mission profiles with the other players on-scene.
2. Our pilot initial upgrade picture has improved dramatically. We now have only one person in the program (not counting 2 wing pilots) and we don't receive any more students until February. Unfortunately, we will have to continue to ask for one pilot-pro flight a day for the foreseeable future. This is due to two factors: Bad winter weather and the fact that proficiency flying and other upgrades (AC, FP, IP) have taken the back burner in recent months due to our heavy initial qualification workload.
3. Despite the moratorium, the increased tasking on background missions has kept us busy. As of 15 Dec we were 93.3 hours ahead of the time line.
4. The following personnel were in training: Maj Bechtol (ARAC), Capt Dobbins (ARAC), Lt Col Koch (CP), Capt Ebert (CP), Capt Weathers (N), Lt Hollowell (N), Lt Lucey (AR NAV), Lt Greenheck (IN), SSgt White (ARFE) and SSgt Rochefort (FE). The following completed their training: Lt Melchionda (CP), Lt White (CP), Lt Phifer (CP), Maj Ryan (FP), and Lt Col Eckert (FP).
5. Capt Mike Arnold, Formally an IP at Altus, and 2Lt Leslie Yokoyama-Peralta, out of UNT, are new arrivals. Capt Arnold will start his checkout after his transition sim. course is finished at the end of January. 1Lt Yokoyama will start her flying in early January.

GARY B. KOCH, Lt Col, USAF
Commander

AIRCRAFT OF THE 55TH

B-24	1944 - 1945
A-20	1944
B-29	1946 - 1947
C-47	1946 - 1947
WB-29	1951 - 1955
TB-29	1951 - 1955
WB-50	1954 - 1963
WB-47	1957 - 1969
C-54	1958 - 1961
TB-50	1958 - 1960
JB-57	1960 - 1963
C-130	1962 - 1965
RB-57	1963 - 1964
WC-135B	1965 - Present
WC-130	1970 - 1976

ASSIGNMENT OF 55 WRS

III Tactical Air Division	21 Aug 44 - 14 Dec 44
Twentieth Air Force	11 Apr 45 - 27 Nov 45
311th Reconnaissance Wing	27 Nov 45 - 19 Mar 46
Air Transport Command	13 Mar 46 - 20 Mar 46
Air Weather Service	20 Mar 46 - 15 Oct 47
*****	*****
Air Weather Service	21 Feb 51 - 20 Apr 53
9th Weather Group	20 Apr 53 - 8 Jul 61
Military Air Transport Service	12 Oct 61 - 8 Jan 62
9th Weather Reconnaissance Group	8 Jan 62 - 8 Jul 65
9th Weather Reconnaissance Wing	8 Jul 65 - 1 Sep 75
41st Rescue and Weather Reconnaissance Wing	1 Sep 75 - Present

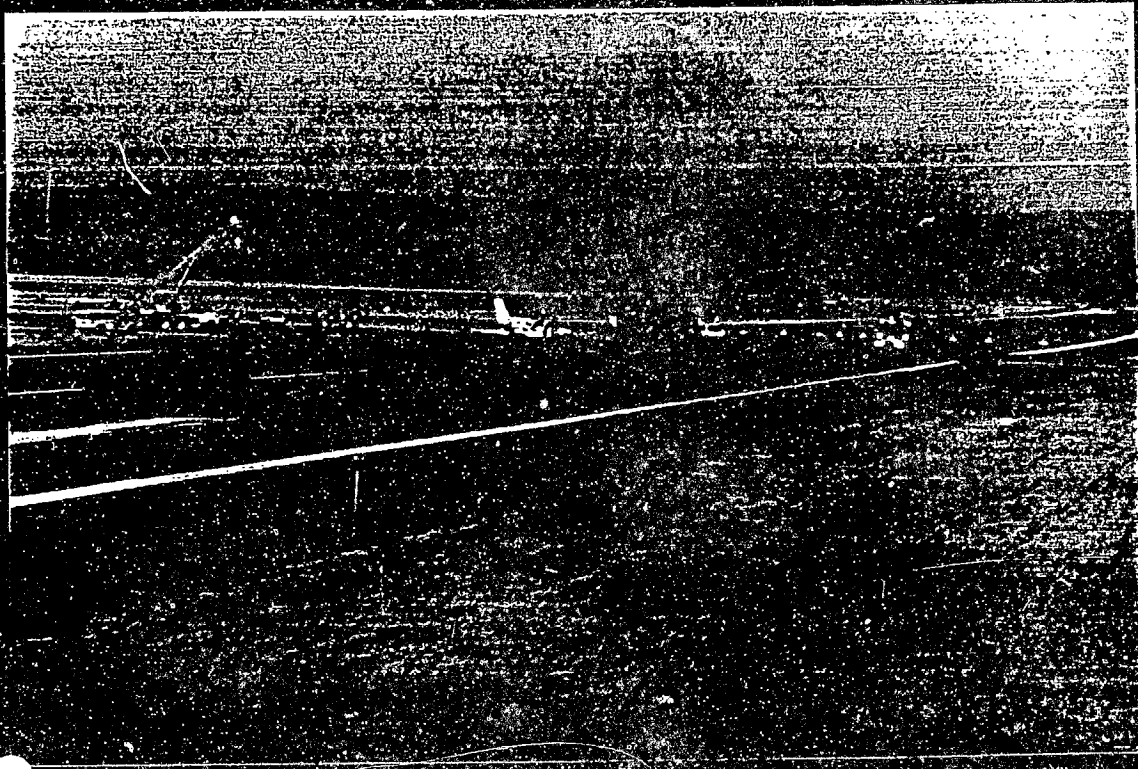
STATIONS

Will Rogers Field, Oklahoma	21 Aug 44 - 5 Mar 45
Harmon Field, Guam	11 Apr 45 - 29 Feb 46
Buckley Field, Colorado	20 Mar 46 - 1 May 46
Langley Field, Virginia	9 May 46 - Jul 46
Morrison Field, Florida	Jul 46 - 1 Jun 47
Fairfield-Suisun Army Air Base, California	1 Jun 47 - 15 Oct 49
McClellan AFB, California	15 Oct 49 - Present



U.S. AIR

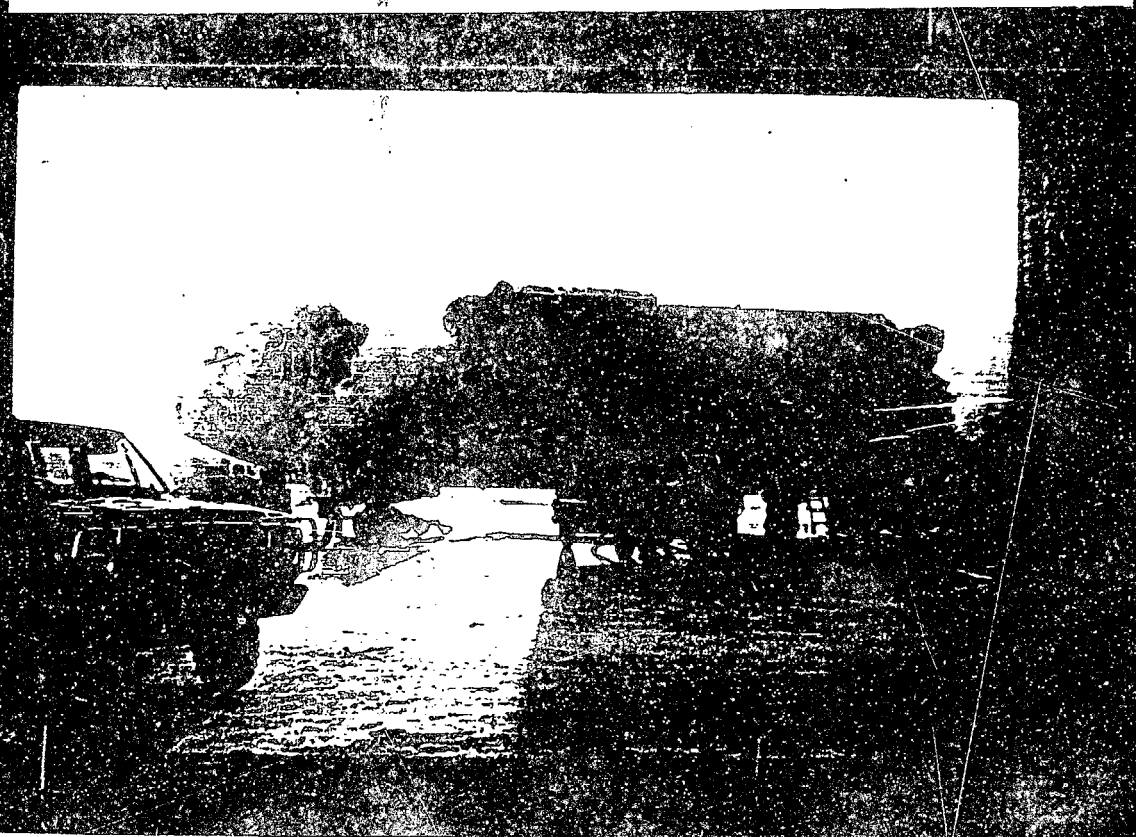
CONSTANT GLOBE-FALL '85
DIEGO GARCIA



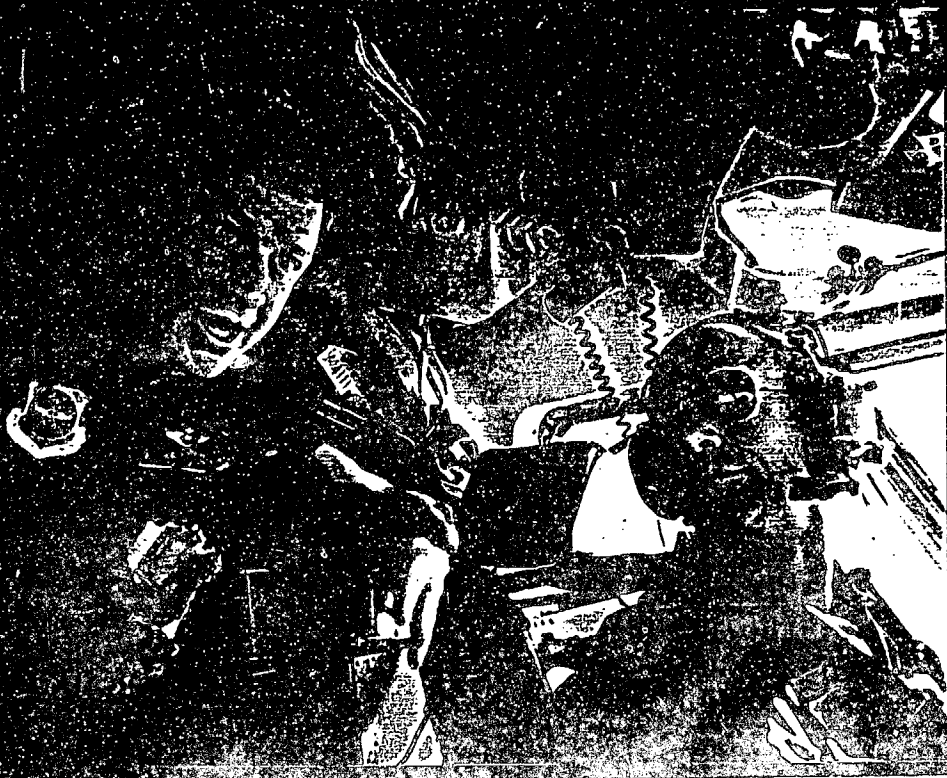
FOD ON THE RUNWAY AT PERTH
CONSTANT GLOBE-FALL '85



ON APPROACH TO HICKAM AFB, HI
ANOTHER PONY EXPRESS DEPLOYMENT



PRE-FLIGHT AT -37° F
EIELSON AFB, AK



DICUSSING TACTICS ENROUTE TO PERTH AUSTRALIA



THE END OF ANOTHER LONG MISSION
THE SAGA CONTINUES.....

COMMANDERS OF THE 55TH

Capt Raymond A. Walker	21 Aug 44 - 3 Sep 44
Lt Col Nicholas H. Chavasse	3 Sep 44 - 1 Apr 46
Capt Fred M. Barricklow	1 Apr 46 - 11 Jul 46
2d Lt Eugene R. Cummings	11 Jul 46 - 13 Jul 46
Capt Y. Mitchell	13 Jul 46 - 10 Sep 46
Maj Charles F. Adams	10 Sep 46 - 16 Sep 46
Maj Paul V. Fackler	16 Sep 46 - 24 May 47
Maj Kenneth A. Linder	24 May 47 - 16 Jun 47
Maj Robert L. Foley	16 Jun 47 - 15 Oct 47
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Lt Col Aubrey D. Taylor	21 Feb 51 - 7 Jan 52
Lt Col Richard D. Stowell	7 Jan 52 - 13 Feb 52
Lt Col Kenneth A. Linder	13 Feb 52 - 12 Oct 53
Lt Col Russell W. Neely	12 Oct 53 - 13 Sep 54
Lt Col Roger A. Stevenson	13 Sep 54 - 22 Sep 56
Lt Col Dale D. Desper	22 Sep 56 - 3 Mar 58
Maj Robert E. Kerr	3 Mar 58 - 15 Jun 58
Lt Col Harvey P. Hall	15 Jun 58 - 8 Jul 61
NOT MANNED	12 Oct 61 - 7 Jan 62
Lt Col Robert V. McKibban	8 Jan 62 - 29 May 62
Lt Col John D. Horn	29 May 62 - Dec 62
Lt Col Robert V. McKibban	8 Dec 62 - Dec 63
Lt Col Earl W. Peters	Dec 63 - 8 Jun 65
Lt Col Clyde C. Angley	8 Jun 65 - 26 Jun 65
Lt Col Leon M. Grisham	26 Jun 65 - 15 Jul 67
Lt Col Hiram P. Bilyeu	15 Jul 67 - 20 Nov 69
Lt Col Leslie E. Gamble	20 Nov 69 - 10 Nov 70
Lt Col Carlton F. Garlock	10 Nov 70 - 15 Apr 71
Col Wilson V. Palmore	15 Apr 71 - 26 May 73
Col Foster A. Post	26 May 73 - 1 Aug 73
Col Orville J. Beranek	1 Aug 73 - 3 Sep 75
Lt Col Charles M. Teed	3 Sep 75 - 1 Mar 77
Lt Col Forrest N. Dye	1 Mar 77 - 1 Jun 79
Lt Col John P. Joyce	1 Jun 79 - 1 Nov 80
Lt Col James D. Johnson	1 Nov 80 - 3 Oct 81
Lt Col George B. Stokes	3 Oct 81 - 16 Sep 83
Lt Col Daniel B. Ahern	16 Sep 83 - 3 Jun 85
Lt Col Gary B. Koch	3 Jun 85 - Present